SUPPLEMENT

THE NEW YORK HERALD.

LONG ISLAND RAIL-ROAD COMPANY. OLD LINE LIVERPOOL PACKETS RED READ THE Old Line of Pankets for Liverpool will hereafter be departed in the following order, excepting that when the sailing day falls on Sunday, the ships will sail on the succeeding day, ric. Prom New York. From Liverpool. July 16 Zame 1 July 16 WINTER ARRANGEMENT as follows, commencing Dec. 14th, 1844;— n, at half-past 7 A. M., (New York side 7 A. M.) Soaton Train for Greenport, daily, Sunday, excepted, stepping at Farmingdale and St George M. Matter | April 16 day secerced, stopping at Farmingdase and of George's Massoc. at 93 A. M. fee Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and inand Saturdays, through to Greenport and intermediate places. at 3½ P. M. for Hicksville and intermediate places, daily, Sundays excepted. Ive Greenport for Brooklyn, Boaton Train, at 1P. M., cr on the arrival of the steamers daily, Sundays excepted, stopping at St. George's Manor and Farcoingdale. at 9 A. M., Accommodation Train, for Brooklyn and intermediate places, on Moudays, Wednesdays and Fridays. Image: All Manager Commodation Train for Stroklyn and intermediate places daily, Sundays excepted, at 7 A. M. and 1 P. M. SUNDAY TRAINS DISCONTINUED. ays, esdaya, Via Norwich. Tuesdays, Thursdays, Via Ston'gton Saturdays, blit accommodations, v. seems as men of character and seeds in the trade. mmanders are well known as men of character and e., and the strictest attention will always be paid to the comfort and convenience of passengurs. ality, as regards the day of sailing, will be observed as heretofors. The price of passage outward a tarw fixed to the Handred Dollars, for which ample stores of every description, will be provided, with the exception of wines and liquors, which will be furnished by the Stewards, if required. Neither the captain or owners of these Ships will be responsible for any letters, parcels, or packages sent by them unless regular bills of lading are signed therefor. For freight or passages NEW YOR AND HARLEM RAILROAD COMPANY. WINTER ARRANGEMENTS. On and after October 28, the cars will run as follows: Leaving City Hall for Harlem (185th st.) Morrisonia, Kordin, William's Bridge, Hunt's Bridge, Underhill's Road, octobros, Hurt's Corners and White Plains, 7.30 A. M., 10.30 A. J.P. M. and 3.30 F. M. Leaves Williams Bridge for the Hall's 45 A. M., 11.45 A. M., 240 P. M., 445 P. M. Leaves each soo for City Hall 825 A. M., 11.25 A. M., 155 F. M., 51 M. Leaves White Plains for City Hall 8 A. M., 11 A. 7 J. 20 P. M., 4 P. M. Feight trains will leave City Hall at 4 M. Leaves White Plains at 8 A. M. 7 In Westchester Train will stop only, after leaving the City All, at the corner of Broome at and the Bowery, Vanhall Gar and 37th street. An Extra Car, will precede each Train minutes before the time of starting from the City Hall, dwill take up passengers along the line. Extra Harlem and Meristania Trains, for Morrisiania and in rmediate places. Extra Harlem and Merisiania Trains, for Morrisiania and intermediate places. Leave City Hall for Harlem and Morrisiania, 7 A. M., 9 A. M., 19 P. M., 4.30 P. M. Leave Morrisiania for City Hall, 8 A. M., 10 A. M., 5 P. M., 5.30 P. M. By order of the Board, 118 3m **rec CHANGE OF LOCATION. UNITED STATES MAIL LINE BETWEEN NEW YORK AND ALBANY VI.—BHIDISPORT—HOUSATONIC AND WESTERN RAILROADS—The ateamboats EUREKA, Capt. Truesdell, and NIMROD, Capt Brooks, will leave the pier at the foot of Rosevelt-treet, daily, Sundays excepted, at 6½ A. M. Returning, the Line leaves Albany at 7 A. M. Albany passengera, on arriving at Bridgeport, proceed imme-Silgo, Limerick, Wexford, Betfinst, Athlone, Tralee, Monaghan, Banlinan, Gavan, Dungannoa, Bandon, Strabane, Cotchill, The City Bank of Glasgow. England—Mesare, Spooner, Atwood & Co., Bankers, London P. W. Byrnes & Co., & Waterloo Road, Liverpool; payable in servery town in Great Britain. For further information, (if by letter post said,) apply to JOSEPH McMURRAY, 100 Fine street, Corner of South atreet, New York, ne leaves Albany at 7 A. M. may passengers, on arriving at Bridgeport, proceed immey on the Railroad; and, without change of Bagrage or arrive in Albany the same evening, eight Train daily at 6½ A. M. further information, both as to freight and baggage, apply M. PERKY, Agent, at the office, Rossvilt street, or gaton, Wells and Pomeroy's Express office, 2 Wall street R. B. MASON, Superintendant, 1m*m Or Mesure. P. W. BYRNES & CO., 36 Waterloo Road. STATEM ISLAND FERRY. On and after Sunday, Dec. 1st, the Boats will leave as fol way, until further notice: Sta ALE STATEN ISLAND: Stand 10, A. M.: 2 and 456. P. M. 1. LEAVE. NEW YORK: 9, and 10, A. M.: 30, and 50. P. M. On Sundays the Boat will leave at 11, A. M., is place of 12. notice. TALL AND WINTER ARRANGEMENT. NEWARK ND NEW YORK. FARE ONLY 124 CENTS. THE NEW AND STRIFT STEAMER RAINBOW, CAPT AIN JOHN GAFFY. O'CO and after Repassible 10th will rue daily, strik foot of Centre street, 8 o'clock A. M.— apt rec. LOUISIANA AND NEW YORK LINE OF PACKETS. TINTER MAIL LINE FOR ALBANY, LANDING AT DOBES FERRY SING AND VERPLANCE'S, LEE THROUGH TO ALLANY SI. BY STEA BOAT AND STAGE—Fare to Sing Sing, 50 cents—Verplancks, 75 cts. The Steamboat UTILA, Capt T. N. Hulle, leaves Beamboat Fier, foot of Contilant at, touth side,) Every orning, at 8 o'clock. Stages leave for Albany immediately on the arrival of the boat Poughkeepsie, on both sides of the North River. For passage or freight, apply on board or to F C. SHULTZ, the Office on the Wharf. For the better accommodation of shippers, it is intended to despatch a ship from this port on the lst, sth, 10th, 15th, 20th, and 25th of each month commencing the 10th of October, and craticining until May, when regular days will be appointed for the remainder of the year, whereby great delays and disappointments will be prevented during the summer months. The following ships will commence this arrangement seems. FOR NEW ORLEANS,—Lonisisus and New York Line,—Positively first Regular packet—To sail table AZOO, Capt. Wibray, will positively sail as above, or regular lyazday. her regular day. For freight or pusage, h sving handsome furnished accommo-lations, apply on board, ai Orleans wharf, foot of Wall street, 97 to E. K. COLLINS & CO., Ostively no goods received on board after Wednesday vening, 13th instant. Agents in New Orleans, Measrs. Hullin and Woodruff, who il promptly forward all goods to their address. 1.7 The sacket ship LOUISVILLE. Captain Hunt, will accept the YAZOO, and sail 26th inst., her regular day. and down the Mississippi by ste trabouts. Neither the captains or owners of these ships wil be responsible for jewelry, bullion, precious stoces, silver, or plated ware, or for any letters, parcels or packages, sent by or put on board of them, unless regular bills of lading are taken for the same, at the value therein expensed. E. K. COLLINS & CO, 58 South 4t, or HULLIN & WOODRUFF, Agents in New Otleans, who will promptly forward all goods to their address. FOR LIVERPOOL.—New Line—Regular Packet to sail the 25th of Jan.—The regular fast sailing Packet Ship SHERIDAN, Captain A. F. De Peyster, 1,100 tons, will sail as above, her regular day. For freight or passage, having accommodations unequalled replender or comfort, apply on board at Orleans wharf, foot Wall street, or to E. K. COLLINS & CO, 56 South street. Price of Passage, 2102. To sail from New York on the 21st, and from Liv Price of Passage, \$100. The packet ship Garrick, Captain B. J. H. Trask, will acceed the Sheridan, and sail 26th February, her regular day. To sail from New York on the 21st, and from the 6th of each month: From New York New Ship LIVERPOOL, 1150 tons, Dec. 21 J. Eldridge, N. Ship QUEEN OF THE WEST, Jany 21 1230 tons P. Woodhouse. New Ship ROCHESTER, 250 tons, John Britton. Ship HOTTINGUER, 1050 tons, Jane 21 Jord 12 July 21 Ira Bursley. These substractial, fast sailing, first class Ship FOR 'LIVERPOOL-The New Line-Regular seket 2/ at January.-The splendid New York built chet 'Anip QUEEN OF THE WEST, Captam dhours, 120 tons butthen, will sail as above, her Philip Woodhouse, 1250 tons parties, regular day, regular day. For freight of 650 bales cotton, or bulk thereof, or pass having elegant and spacious accommodations, not surpassed any ship in P. srt, apply to the Captain on board, at west of Burling F Aip, or to WOODHULL & MINTURNS, 77 South street PRIACK BALL, OR OLD LINE OF LIVER, POOL PACKETS.—FOR LIVERPOOL.—Only begular Facket of the 16th of January.—The new, muen ficent and celebrated fast saline, favorio packet ship well sail positively on Thursday, the 16th of January, her rith whatever can retain the second s as of passage, and to secure the best berths, early should be made on board, foot of Beekman street, ROCHE, BROTHERS & CO., 35 Fulton stree, next door to the Fulton Bank. or to FIELDEN, BROTHERS, & CO., Liverpoo FOR LONDON—Regular Pucket of 20th January, —The solendid first-class, fast-sathing packet ship sail as above, her regular day. Having very superior accommodations for cabin, second cabin make immediate application on board, foot of Burling Slip, or to JOSEPH MeMURRAY, 130 Pine street, corner of South TAPSCOTT'S GENERAL EMIGRATION OFFICE, 76 SOUTH STREET, CORNER OF MAIDEN LANE, BRITAIN AND IRELAND. BRITAIN AND IRELAND. HE WEIST, 150 tons, Capt. I. Woodhouse, will sail for Laverpool, punctually, on 21st January, her regular day, and modations of the short splendid westla, may well known and sterrage passengers. To secure borths saily application should be made on board or to W. &.J. T. TAPSCOTT. The QUEEN OF THE WEST will sail from Liverpool. The QUEEN OF THE WEST will sail from Liverpool The QUEEN OF THE WEST will sail from Liverpool The QUEEN OF THE WEST will sail from Liverpool The QUEEN OF THE WEST will sail from Liverpool

NEW LINE OF LIVERHOOL PACKETS.
To sail from New York on the 26th and Liverpool on the 11th of each month. FROM NEW YORK.

Ship SIDDONS, Captain E. B. Cobb, 26th Dec.
Ship SHERIDAN, Captain A. Depeyster, 26th Jan.
Ship GARRICK, Captain A. Depeyster, 26th Jan.
Ship GARRICK, Captain A. Depeyster, 16th March.
FROM LIVERPOOL.
Ship SHERIDAN, Captain A. Depeyster, 11th Nov.
Ship SHERIUAN, Captain A. Depeyster, 11th Nov.
Ship SHODONS, Captain A. Depeyster, 11th Dec.
Ship ROSCIUS, Captain A. Seldridge, 11th Jan.
Ship SIDDONS, Captain E. B. Cobb, 11th Feb.
These ships are all of the first class, upwards of 1100 tons, brilt in the city of New York, with such improvements as combine great speed with unusual comfort for passengers.
Every care has been taken in the arrangement of their accommodations. The price of passage hence is \$100, for which ample stores will be provided. These ships are commanded by experienced masters, who will make every exertion to give general sattification. ple atores will be provided. These ships are commanded by seperienced masters, who will make every exertion to give general satisfaction.

Neither the Captains or owners of the ships will be responsible for any letters, parcels or packages sent by them, unless regular bills of laden are signed therefor.

For freight or passage 1919 South street, New York, or to BROWN SHIPLEY & CO., Liverpool. Letters by the Packets will be charged 12½ cents per single sheet, 30 cents per onnce, and newspapers I cent each. 129 cc OLD ESTABLISHED EMIGRANT PASSAGE OFFICE PACKET FOR HAVINE,—Second Line—The ship start from the list of February.

For Irright or passage aprly to BOYD & HINGKEN;
No. 2 Tontine Building, cor Well & - ater sts,

FOR GLASGOW.—Regular Packet—The fine new British barque ANN HARLEY, Capt. Duncan Smith, will be ready to receive Irright in a few days, for which, or passage, having handsome accommodations, apply on board, foot of Dover street, or to.

WOODHULL & MINTURNS, 27 South street. JOHN HERDMAN, 61 South street, New York.

The subscriber continues to make arrangements to bring out passengers from Great Britain and Ireland, (via Liverpool), who may be engaged at this office, or with any of his agents in the United States, on board the packet ships smiling from Liverpool every five days—and in order to afford every facility, he will have despatched superior American ships in New York and Boaton, every week, during the year.

Those sending for their friends may rely that the same due and diligent attention will be shown them as heretofore, and should any of those sent for not embark, the money will be refunded, as quatomary; and those remitting money to their friends, can have bridgen and the following banks, (without discount or any other charge), viz:—

ENGLAND—Mesers. J. Bult, Son & Co., Bankers, London; J. Barned & Co., Liverpool; the National Provincial Bank of England and Branches, throughout England and Wales; Yorkshire District Bank and Branches; Birmingham Banking Co.; Lancaster Banking Co.

IRELAND—National Bank of Ireland and Branches, and Provincial Bank of Ireland and Branches, and Ireland and Branche SCOTLAND AND WALES.—The Subscriber has at all times for sale Drafts from £1 to £1000, payable at all times for sale Drafts from £1 to £1000, payable at all the principal Banking Institutions throughout the Unites Kingdom.

JOHN HERDMAN, 61 South 81.

N. D. Passage to and from Liverpool can be secured at the lowest rates by any of the line of packets sailing on the 1st, 6th 1th, 16th, 21st and 25th of each mouth, on application as above. FOR LIVERPOOL—To sail positively on the 16th of January—The aplended fast sailing Facket Ship The Survey Facket Ship STERIBLAN, Captain Dereyser, will only Facket Ship STERIBLAN, Captain Dereyser, will only to all on the 26th of January. For Passage, avenue aplendid seconomodations in Cabin and Scerege, appearing aplendid seconomodations in Cabin and Scerege, appearing appendid seconomodations in Cabin and Scerege, appearing the control of the cabin and Scerege, appearing the cabin and scene and scen

pty on board; or to

JOHN HERDMAN, 61 South st.

N.B.—Passages to and from Great Britain and Ireland, can as
usual be accured by any of the regular line of Packets, sailing
every five days; and Dratts to any amount can always be farpished, payable at all the principal bunking institutionsthroughmit the United Kingdom, on application as above.

BY THE BLACK BALL OR OLD LINE OF
LIVERPOOL PACKETS.

Persons wishing to send for their friends, can secure their passage and have them bengate out by any of the ships composing the Black Ball or Old time of their friends, can secure their passage and have them bengate out by any of the ships composing the Black Ball or Old time of the strand 86th of every month.

The Black Ball or Old time of Liverpool Packets, which said from Liverpool packets, which said from Liverpool packets, comprise the following Shins, viz.—

The YORKSHIRE, (new.) The MONTEZUMA, (new.)
COLUMBUS
EUROPE.

Notice—The public are respectfully notified, by desire of the owners of the above "old established Line of Packets," that no passenger acents but the subscribers have permission from them to advertise to bring our passengers by the Black Black or Old Line of Liverpool Packets, and that the subscribers are the only regular authorised passenger agents of said Line in this city.

Apply or address (if by letter post raid) Black Black or Old Line of Liverpool Packus, and that the subscribers are the only regular authorised passenger agents of said Line in this city.

Apply or address (if by letter post raid)
ROCHE, BROTHERS & CO.

35 Fulton street, New York,
next door to the Fulton Bank.
P.S.—We have at all times for sale drafts at sight on the Royal
Bank of Ireland, and on Mesvrs. Fescott Grote, Ames & Co.
Bankers, London, which are paid free of discount in every town
throughout England, Ireland, Scotland and Wales. Apply as above. FEW YORK & HAVRE PACKETS.

Second Line—The Ships of this Line will hereafter leave New
York on the 1st, and Havre on the 1sth of each month, as fol-York on the let, and Havre on the 16th of each month, as follows, viz:

New Ship ONEIDA.

It March,
Ist July,
Ist March,
Ist July,
Ist April.

Ship BALTIMORE,
Captain
Edward Funck, Ist Agril.

Ship UTICA,
Captain,
Federick Hewrit, Ist Agril.

September,
Ist September,
Ist May,
Ist September,
Ist May,
Ist September,
Ist May,
Ist September,
Ist May,
Ist September,
Ist June,
Ist June,
Ist June,
Ist June,
Ist June,
Ist September,
Ist House,
Ist September,
Ist House,
Ist House,
Ist September,
Ist House,
Is

OLD ESTABLISHED PACKET OFFICE, 51
South street—Passage to and from Great Britain and Ireland, via Liverpool. Passage can at all times be engaged at the lowest rates, to and from Liverpool, by the regular packet ships sailing under the new arrangement every few days, and drafts can as usual be furnished for any amount, payble at the National and Provincial Bunk, Ireland, and their pranches, and throughout the United Kingdom, as well as at all the principal banking institutions in England, Sectland and Wales, without discount or any other charges. For further particulars, if by letter, post paid, apply to



ni 2taw8w*rc
CURTAIN MATERIALS AND WINDOW SHADE
AT REDUCED PRICES.
THE subscribers desirous of closing their fall stock of Upholstery Goods before the season is too far advanced, offer
hessume at a reduction in price, and 10 per cent lower than at any
other eatablishment in the caty.
Families in yant of Curtains or Window Shades are invited
to give us a call, as they can make a selection from the largest
assortment in the city, and at the lowest prices.
SOLOMON & HART,
Tamporters and Upholsterers, 243 Broadway, opposite
d3 in eod*rc
(AFNUL RAWEN)

The rooms will be warmed gratis, and upon no occasion will there be more than one bed in a room.

There is a REFECTORY attacked, in which there are meals served up at all hours of the day and evening. There are also Bath Kooms connected, for warm, cold and shower baths. The Forter will be in attendance at all times during the night, to admit lodgers, and to let them out at all hours.

N. B.—Those who want Lodgings after the house closes, will intent the hall bell.

119 2m m JET AND FANCY BEAD GOODS.

THE subscriber has recently received from one of the first houses in Paris, a new and select assortment of Ladies Head-ornaments, for balls and soiries; Combs, Breast and Hairlins, Necklaces, Bracelets of various kinds, Seal and Velvet Bags. Also, a new style of Satin Buttons and Pins, not imported hereofore. heretofore.
Daguerreotype Plates, Stc., for sale.
E. HEN, Importer,
18 and 20 Liberty st., up stairs

d6 im*rc

18 and 20 Liberty st., up stairs.

DR. LARDNER, CONSULTING ENGINEER.

A CARD.—The Public is informed, that Dr. LARDNER continues the practice of business as a Consulting Engineer, which he followed on an extensive scale for many years in England and France. Inventors, patentees, manufacturers, may consult him on matters requiring the application of the principles of practical science. Certificates and ostinions on the validity and usefulness of new inventions and options on the validity and usefulness of new inventions and options on the validity and usefulness of new inventions and options on the validity and usefulness of new inventions and options on the validity and usefulness of new inventions and option on the validity and usefulness services and proved processes, will be supplied or undertaken when sequired. Office No 21 Spruce street, New 3 ors.

All Business Letters must be postepuid, and to prevent time being lost by frivolous applications, all applicants will be expected to pay a retaining fee of \$16 before consultation.

(CLE & NIACCON)

CLEANING OF LACE AND BLONDE BY

NEW SUPERIOR PROCESS.

MADAME DEITZ, late from Paris, has the honor to inform
the Indies that she cleans all kinds of Laces, Blonde, and
Black Stik Lace, Veils, Ball Dresses, so as to look as good as
new, without nutry.

Madame Deits begs to inform the ladies that she is the only
person in the city that understands cleaning Laces and Blonde
by the above process.

N. B. -Repairing, &c. Charges moderate. 427 Broadway,
octween Canal and Rioward sts

Children and Comments and Comments and Comments.

ENGLISH, FRENCH AND AMERICAN SHIPPING AGENCY AT LIVERPOOL NOTICE.

HAVING WINDOWS & CO., of Boston and New York, we hereby suscene that Marsas. Adams & Co., of No. 9 Court street, Boston, and 7 Well street, New York, are our authorised Agents for the United States and Casada, who are fully empowered to act for us as our Shipping and Forwarding American Agents. To ensure the reception of groods in Liverpool, and the forwarding of the same to any part of England, France, &c. &c. tis necessary that they should pass through the hands of our said Agents

MESSES. ADAMS & CO.,

MESSNS. ADAMS & CO.,
it their several Offices, as follows
No. 9 Court street, Bostos.
No. 7 U all street, New York.
No. 25 Chemnut street, Philed.
No. 18 Shetucket st. Norwich,
No. 18 Sh Liverpool May i, 1844.

WILLMER & SMITH take this epportunity of stating to Merchants. Excess importers and others, resident in every part of the Union, that their Liverpool house is pseudiarly adapted for the instant and express despatch of packages, parcels, specie, consisting through Liverpool for Bouton, New York, and all the other cities in the United States and Canada, and that that department of their business Has The CONSTANT AND PERSONAL ATTENTION OF THE PRINCIPALS, an all occasions.

WILLMER & SMITH'S have made agrangements with Measure. ADAMS & CO., by which all Goods passing through their irreprool house for America, by the Stammbling and other vessels will have the immediate such particular attention of their continuations. Measure, 20 completely and high chards. They deem it necessary here to state, that they have no constitution that they have an occasion whenever with Mr. K. G. Tentermus, of Liverpool. WILLMER & SMITH'S ENGLISH EXPRESSES. WILLMER & SMITH'S ENGLISH EXPRESSES. WILLMER & SMITH'S end comments of Liverpool relation whenever with a take and rapid transmission of important tecuments, despatches, species, bound, bills, deeds, &c., which they have in constitution of the constitution of t

MARTELLE & HOLDERMANN,

N.Y.

MANUFACTURERS and importers of Ornamental Hair
Work, West, Toupees, Bands, Curls, Beams, Bandeau
Hair, and a new style of everlasting Curls, and all kinds of Hair
Worts, wholesale and retail.

N. B.—The trade supplied ou reasonable terms.

HEMP.-500 bales prime and very superior dew rotted Hemp, for sale in lots to suit purchasers, by jail E. K. COLLINS & CO., 56 South st.

NEW YORK HERALD. New York, Thursday, January 16, 1845.

REPORT

OF THE

SECRETARY OF WAR.

Pursning this interesting subject of the permanent defence of the commerce and possessions of our southern fellow citizens upon the guif, it cannot escape us that Dauphin Island, at the mouth of Mobile Bay, has heretofore attracted the attention of Congress, and has always been recognized by engineers as necessary and fit for the erection of a fortification. Whilst Fort Morgan defends the main channel of entrance, it leaves without the means of resistance, a free passage to any enemy's steamships, through the ample depth of water under Dauphin Island. The introduction of armed steamers into naval expeditions will expose this by and all our shoaler channels and entrances to the most serious attacks—a modern and novel mode of warfare rendering the appeal for national protection to those southern waters the more serious and imperative. This remark proceeds from the conviction that, it we shall ever be abliged by high national considerations to depart from that wise policy which leads us to maintain peace with all the world, the chief force of hostile aggression would be directed and made upon our southern frontier, where armed ateam vessels would not be employed merely as auxiliary, but would constitute the principal power of attack and annoyance.

I would invite attention to the propriety of organizing

chief force of hostile aggression would be directed and made upon our southern frontier, where armed steam vessels would not be employed merely as auxiliery, but would constitute the principal power of attack and annoyance.

I would invite attention to the propriety of organizing a small force of engineer troops, one company of sappers and miners; and for that purpose can do nothing better then refer to corresponding reports from this Department and the Chief Engineer, heretofore made and communicated to Congress. They are a species of troops essential to sieges and other military operations during war;—are necessary in time of peace for the preservation of the works and construction of engineers would be the means of much economy in public expenditure.

The ordanance corps, which not only prepares the arms for the regular service of the United States, but also those for arming the militia, is usefully and efficiently organized and conducted. A perfect know bedge of metallurgy connected with great care at dakill in their manufacture, will slone furnish adequate security for the safety of cannon. Men must have full confidence in their weapons, to use them efficiently. A nutional foundry, if established, would offord means for trying and testing all the materials—such as iron ores, coming from different sections of the country, and entering in othe fabrication of cannon—and for making model guns, and further experiment on the strength and durability, as well as the best forms and dimensions of ordanace for both land and assassive. I do not propose its establishment with the view of breaking off the connection between the government and private workers, but of regulating and refecting that economical system of performing the public work in these shops, where compesition brings the price to the lowest limit, and carries mechanical skill to the highest it may be observed, too, that a national foundry, by establishing a standard of quality, cost and proof, in the manufacture of cannon, would serve sould be thrown ope

d3 Im cod **railies whe saw disposition the Park.

GENTLEMEN'S LEFT OF & WARDROBE,
1'HE HighEST PRICES can be obtained by Gentlemen
or Families whe are desirous of converting their left off
wearing apparel into cath.

Families or Gentlemen quitting the city or changing residence, having any superfluous effects to dispose of, will find it
much to their advantage to send for the Subscribes, who will
attend at their residence by appointment.

A line through the Post Office, or otherwise, will receive
prompt attention.

LEVINSTYN,

68 Broadway, up stairs,
prompt attention.

THE PROPRIETOR respectfully informs his friends and
the public that he has opened his new and spleadid hole
at 13F fulton street, a few doors cant of Broadway, in the innut
dists vicinity of mercantile business and the principal places of
anusement, and has furnished it in a style that will beer favorable comparison with the very best hotels in the city. The proprietor in building and fitting up the shove house has had strict
regard to elegance and confort, and that he has combined ecuonny the following prices will show:

A ROOM FOR ONE NIGHT.

The rooms will be warmed gratis, and upon no occasion will
there be more than one bed in aroom.

bursement of about \$20,000 for each to give effect, by the erection of the buildings, to the humane purposes of the Legislature.

My own impressions upon the effect of the law of the 18th April, 1818, which created the office of a commissary general of subsistence, and makes it the duty of that officer to supply the army by contracts, "unless in particular and urgent cases, the Secretary of War should otherwise direct," would be entitled to but little weight, were they negative the long experience of the present commissary general, whose zeal for the public interest induces him to press upon my attention the expediency of so modifying that act of Congress, as to introduce a system of subsisting the troops either by purchases in open market, or by the present mode, by contracts, as may be deemed most conducive to public economy and the interests of the service. It it shall be the pleasure of Congress to make the alteration, and confide the trust to the hands of the appropriate officer. I feel well assured that the purchases of supplies would be made at less cost, and our citizens having the articles to sell would always receive its prompt payment from the government. There would be no liability of an excess of supplies, ror of failure of delivery, which offen occurs when the prices of the articles unexpectedly increase after the execution of the contract; and the soldier would rarely, if ever, be exposed to the necessity of using rations deteriorated by having been kept, under contracts which provide for their delivery in anticipation of the time when they may be required for use.

It requently happens that troops are removed, and occasionally posts are abandoned; and in all such cases losses and expenses are thrown upon the government; and sometimes the necessity to make double purchases are forced upon it. All the articles of a soldier's ration being perishable, it is a great object that the supply, as to quantity and time of use, should approximate to the demand as nearly as practicable, and thus save expense

officers or clerks in the officer of the commissary general of subsistence.
Should it be the pleasure of Congress to enter into the consideration of the policy which produced the law of lath of May, 1820, limiting the duration of the commissions of certain officers of the government to the period of four years, regard may well be paid to the view taken of this subject in the report of the paymaster general of the army. I shall merely remark that paymasters are the only military officers whose appointments are limited by law to term of years, and so amply are the interests of the government otherwise protected that in no instance since the passage of the act of May 15, 1920, has it been ound necessary to resort to its provisions in refusing a renewal of the commission, for the purpose of relieving that branch of the service of an incompetent or unfaithful officer.

The mineral lands of the nation are every day coming more into public notice—disclosing their great extent and their important and valuable treasure. I would recommend the removal of all special restriction from the saie of those lands, leaving them under the same regulations with other public lands; being satisfied that the true object of the policy of the Government will be best accomplished by the individuals enterprise and energy which so distinctly mark the American character, and the fruitful and happy influences of which are manifested every where around the region of ores. Should this course be adopted, Congress would take care to guard the interests of those who have made locations, or received leases, agreeably to the established rules of the burean to which the superintendence of those lands has been intrusted. Would not the fair acquisition and distribution of those lands by purchase, amongst individuals, be the means of carrying into this new country, capital, population, and improvements, calculated readily to bring into market the rich products of the mines—highly valuable advantages, not likely to be gained by engrating upon the Government a great and unprofitable monopoly, feudal in its character, and at variance with all our legislation and institutions?

The official report submitted by the chief of the corps of topographical engineers presents a clear and full detail of the state of the civil and military works falling within the control of this department. His attention to his duties led him to make a personal inspection of the greater part of these works during the past season; and a knowledge of their present wants and conditions can only be satirated the evil and military works falling within the control of this department. His attention to his duties led him to make a personal inspection of the greater part of these works during the past season; and a knowledge of their present wants and conditions can only be satirated the evil and military works falling within the control of this depa The mineral lands of the nation are every day coming

the wealth and strength of the country. These works should not be extended at one time; but, when once commenced, should never be shandoned until completed—A suspension of an incomplete work of the kind not only leads to a vest sacrifice in boats and machinery, but during the incompleteness of the scheme of improvement, embarrasses the navigation, and may end in the entire unprofitable expenditure of the money appropriated. The importance of this class of works upon our chain of great northern lakes, and our extensive and broad rivers of the West, constituting the great highways of our internal commerce, all seem to admit; and it is trusted that time and experience will lessen the contest upon the question of their nationality.

The Red River raft, whilst it is remarkable for its novelty, proves to be the most inflexible obstruction to navigation to be found upon any of our great rivers—The labor of the private contractor and the skill of the engineer seem to exhaust themselves in their endeavors to overcome the liability of this obstacle to annual reformation. It can only be overcome by Congress persevering and placing in the hands of the proper bureau reasonable sums, to be expended annually, as the work proceeds and may be found to be efficient.

The remarks in the report of the chief of the topographical bureau in relation to the light-house structures upon the lakes, well deserve attention. The extremities of the harbor piers, or separate structure contiguous to them, are the best sites, and in many cases are used as such for the erection of light-houses. The end of the pier, therefore, has to be constructed with a view to become the foundation of the principal light house; or, if it should be placed upon the fast land, it is then essential to the safety of the same original design, and be subjected to, and conducted by the same superintendence. The plans and modes of construction of light houses, requiring many scientific considerations, should, in my judgment, be placed under the direction of the corps,

ance. Entire families with their household furniture and domestic stock, cross these mountains in search of a new home.

In consequence of the conflicting claims of a foreign sation to the territory west of the Rocky Mountains, Congress has exhibited a reluctance to organize, it under a territorial government. Entertaining, myself, no dou't of the propriety and expediency of the measure, justifiable by the legitimacy of our claim, i shull say nothing further on the subject, but will bring to your attention something nearer home.

The immediate valleys of the head streams of the Arkansas, the Platte and the Yellow Stone rivers, have much and valuable land. The Platte or Nebraska, being the central stream leading into or from the great South Pass, would very properly furnish a name to the territory which I propose suggesting to be erected into a territarial government, in connection with, and preliminary extension, in that direction, of our military posts. I would confine the Nebraska Territory to our undisputed possessions on this side of the Rocky Mountains. Its boundary line would commence at the mouth of the Kanzas, and run up the Missouri river to the mouth of the Running-water river, and would pursue that stream to the head of its northern branch, and thence due west to the Wind-river chain. From this point, turning south ward, the line would continue along the Windriver range, and the main chain of the Rocky Mountains, to the head of the Arkansas; and following that stream to the mouth of the Pawnee Fork, would pass by the heads of the Neosha and Osage rivers, again to the mouth of the Rocky & December 1 and 1 and 1 and 2 and 3 and 3 and 3 and 3 and 4 a

Kanzas.

The eastern section of the region embraced by these boundaries, from the Missouri river westward for two hundred miles, is of great agricultural beauty and facilities, thickly timbered on the numerous tributaries of hundred miles, is of great agricultural beauty and facilities, thickly timbered on the numerous tributaries of the Kanzas, Osage and Neosha rivers, and fertility equal to the best land in Misseuri. From the limit of this fertile portion, westward, for a space of 400 miles, the country is entirely covered with rich grasses, which improve in quantity and quality up to the snow of the mountains.

The limits of this territory include the extreme head of navigation of the Arkansas, all the good lines of communication with California, the road from our frontier to the Mexican boundary and Santa Fe, and also an excellent and more direct pass to Oregon, discevered by recent exploration, about one hundred and fifty miles southward of the great South Pass.

Although the number of inhabitants engaged in agriculture and other pursuits within those limits do not siford an amount of population at all adequate, at present, to the formation of a full and complete territorial government, yet such an inchoate and preliminary organization might be now adopted as would be necessary to extend the control and authority of the general government and to throw its protection around our emigrants to Oregon in their passage through this country.

A territorial oganization of the country, and a military lorce placed on the very summit from whence flow all the great streams of the North American Continent, either

orceplaced on the very summit from whence flow all the great stream of the North American Continent, either into the Guif of Mexico or the Pacific Orean, either into the Guif of Mexico or the Pacific Orean. The passession and occupancy would the actific Ocean. Tropps and supplies from the projected Nobraska Territory would be able to contend for its possession with any force coming from the see. Natural obstruction in the navigation of the Columbia river would a fance (if its should come to that) of any navy in the world. The time, indeed, might not be distant, when these very settlements would supply all the elements which might be needed, of naval strength, to give us our natural and proper position on the Pacific Ocean. In carrying out these views, I would recommend an appropriation of \$100,000 for erecting the military posasfrom the Missouri river to the Rocky Mountains.

The discharge of that power over all our Indian affairs which has been conterred upon the War Department, is becoming every day more interesting, involving great questions of humanity, the means of the control of

At the present day there is every encouragement to

clause in the treaty of 1930, wherein the United States agree to protect the Cherokee nation from domestic strife."

The intelligence received from the Cherokee country in October last, determined me at once to appoint and give authority to three commissioners of high and impartial characters, to proceed to the nation, and inquire on the spot into the conflicting allegations and charges made by the several parties, to examine into the extent and the causes of the discontent, and to ascertain the intensity of the spirit of hostility alleged to prevail between the different bunds of the tribe. By their report the truth will be ascertained from a disinterested source; and if reconcillation shall prove to be impracticable, the executive and the legislature will be enabled to devise and apply the proper remedy, and to grant the suitable redress for any real wrong or oppression.

When presenting to the executive the views of this department upon its various concerns, it is not practicable to avoid frequent recurrence to subjects which had previously attracted the notice of many of my distinguished predecessors. I cannot conclude my report without another instance of the kind, by earnestly repeating the recommendation to the Government to provide, by additional buildings, for the sefty of the records of this Department, as well as to rither ready and convenient despatch of its public business. The present occupation of the scattered private heuses, by the heads and the efficers of the various branches of the Department, whilst it does not promote true economy, involves the highly valuable archives in contiaual peril, and gives great personal inconvenience to the public officers, as well as to our citizens having intercourse and business with the several bureaus. This is not one of those exigencies from which we can escape by postponement; for every hour the mischief advances, and the necestity of reform urges upon I have the honor to be, sir, with high respect, yo obedient and humble servantWM. WILKINS, Secretary of War To the Parsident of the United States.

[For the New York Herald.] The President's Levec.

WASHINGTONUM, JANUARIUS PRIMO, A. D. 1845-

Our tribute to the day we bring—
Come pass the toast around—
Bravo o the Heraid's enterprise—
Peace and roast beef abound
Christ save the ladies, all !—amen !
(Source of our joy and tears.)
Drain, General, drain your best champaigne,
In a blessing on the dears.

We love them as we love the sun
After a cloudy spell;
The young—the old—sye, every one,
The spinster and the belle.
Bet, your guitar, my pet, sweet Bet,
Rua o'er your symphones,
And strike the string, while we shall sing
The President's levee.

The New Year Comes, with the genus of And warmth of opening spring; And the girls, like April butterfiles, Are all upon the wing; The avenue is throng'd all through, As far as you can see, With the grave and gay, all on their way To the President's levee.

The New Year comes, with the genial light

We've walked up from the Capito A straight and measured mile— But where's good Martin Rannah With his accustom'd smile? And, by St. Paul! the people all

I beg your parden, General G.,
For tramping on your toes;
And, Lady T.—, I did not see
My hat against your nose;
And—"Jesus! how they squeeze us
To that small room, where he,
Old John, attends to great his friends,
This New Year's Day levee.

Ah! here at last; and this is call'd
The "Elliptical Saloon"—
Come, friends, don't jam us quite so fast,
You'll haul up just as soon.
A plain old chap is honest John,
As we and all agree,
Plain as a herring, and as thin—
But where's the great levee?

"Good morning, Mr. President,
A happy New-Year, sir,
And to the bonny White House bride,
The same in full to her.
And to her fair friends, ranged in line,
All conquering as we see,
A lucky fing of the silken string,
This New-Year's Day levee."

Thus pass'd we, neighbor Brown and I,
Into the fam'd East Room,
With its old and dingy carpeting,
And general air of gloom
Long John, or lang, above the gang,
"Stood like a tower," while we
Were squeezing in, through thick and thin,
To hunt up the levee.

And jolly rum old Commodores,
And Ministers in lace,
And Middles, stumbling o'er their swords,
Were clustered in the place;
Calboun, Cave Johnson, W. H. Polk,
All sociable and free,
Were looking round, with air profound,
Like us, for the levee.

And round and round.

And round and round.

Amongt he radiant belies,
And high and low subordinates,
And plain and fancy swells.
And every soul did seem perplex'd,
And vex'd as much as we,
That the music of the red-cost band,
And a single grip of Tyler's hand,
And a suqueze in the crowd, and a place to stand,
And the best grin that you could command,
For the ladies' smiles so warm and bland,
And a sigh and a look-out for the land,
Made up old John's levee.

Not even a bite of bread and cheese
The thing was hardly fair,
Not even a taste of eau de rie,
Although the smell was there;
Nothing to eat nor to imbibe,
But every thing to see—
A day's subscription, one would thin
Had raised some fruits, and cakes and
For the President's levee.

Well done, Old Veto, after all,
And to his winsome wife;
But few responsibilities,
And a long and loving life.
God bless our land—land of the brave,
The beautiful and free;
But if next new year, Uncle Sam,
Don't treat his friends to something jam,
A bite to eat, and a genteel dram,
We would not give a Cape Cod clem,
Or a single continental d—m,
For the President's levee.

"We adopt the universal pronounciat